

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Amy Brittain
Our Ref:	ET/DC/MM/P/2023/0216	Your Ref:	P/2023/0216
Date:	25 July 2023		

Bryn Hall, Knolton Bryn, Overton, Wrexham Erection of Warehouse Building

Further to your email / consultation dated 15/05/2023 in respect of the above, I comment as follows:-

The proposal is for the erection of a warehouse building at Bryn Hall, Knolton Bryn, Overton, Wrexham.

Site Access and Layout

The site access road (a narrow single lane highway) forms a junction with Knolton Bryn Lane, an unclassified road which is adopted by Wrexham County Borough Council (WCBC) and subject to the national speed limit. To the east Knolton Bryn Lane forms a junction with A528 Grange Road which is subject to a 50mph speed limit.

It is understood from the Planning Statement dated February 2023 that the existing site access would continue to be used.

It is not clear what types of vehicle would access the new warehouse and it is therefore not possible to make an assessment on vehicles associated with the proposal, manoeuvring on site. Swept paths are requested for the largest vehicle likely to use the site. This should include accessing the site and exiting the site in a forward gear and manoeuvring (i.e. turning around).

Further information is required regarding site access and layout.

Traffic Generation

The Planning Statement (dated February 2023) states that, *"the traffic movements will only change marginally when the applicants are receiving the extra containers to fill the new warehouse. But once fully stocked, it will revert back to the current volume therefore there will be no long-term increase in traffic movement."*

It is noted from the application form that the applicant states that there would be no new staff associated with this proposal.

The applicant must provide further detail regarding proposed traffic generation. This should include clarification on number, type (LGVs or HGVs) and frequency of delivery vehicles serving the facility (short and long term).

It should also be clarified why an increase in stock stored at the site would not lead to a long-term increase in traffic movements.

Sustainable Travel

It is noted that there is an existing right of way (ref: OVE / 2 and OVE / 1) on the site access road and through Bryn Hall and past the proposed development site.

In the interests of safety, pedestrian movements should be considered by the applicant during construction and operation of the facility.

Parking

The applicant has provided limited information regarding parking. A review of satellite imagery of the site (Google Maps) suggests that the existing area which is proposed for the warehouse operates as a parking area.

It is not clear from the proposed block plan where this parking would be relocated to. Clarity is sought on where vehicles associated with the existing and proposed warehouse would park.

Conclusion

Further information/detail is required to assess this application. This includes:

- Clarification on site access and layout including swept paths for the largest vehicle likely to use the site.
- Clarification on deliveries (type of vehicle, number of vehicles and frequency).
- Clarification why an increase in stock stored at the site would not lead to a long-term increase in traffic movements.
- Clarification on existing and proposed parking areas.



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